Kimley»Horn
Expect More. Experience Better.

City of SOUTH PASADENA

Huntington Drive and Fremont Avenue

Corridor Improvements Project

Agenda

- Project Limits
- Meeting Summary
- Project Elements
- Project Design
- Q&A
- Open House

Project Limits

Huntington Drive:

- Alhambra Road to Garfield Avenue

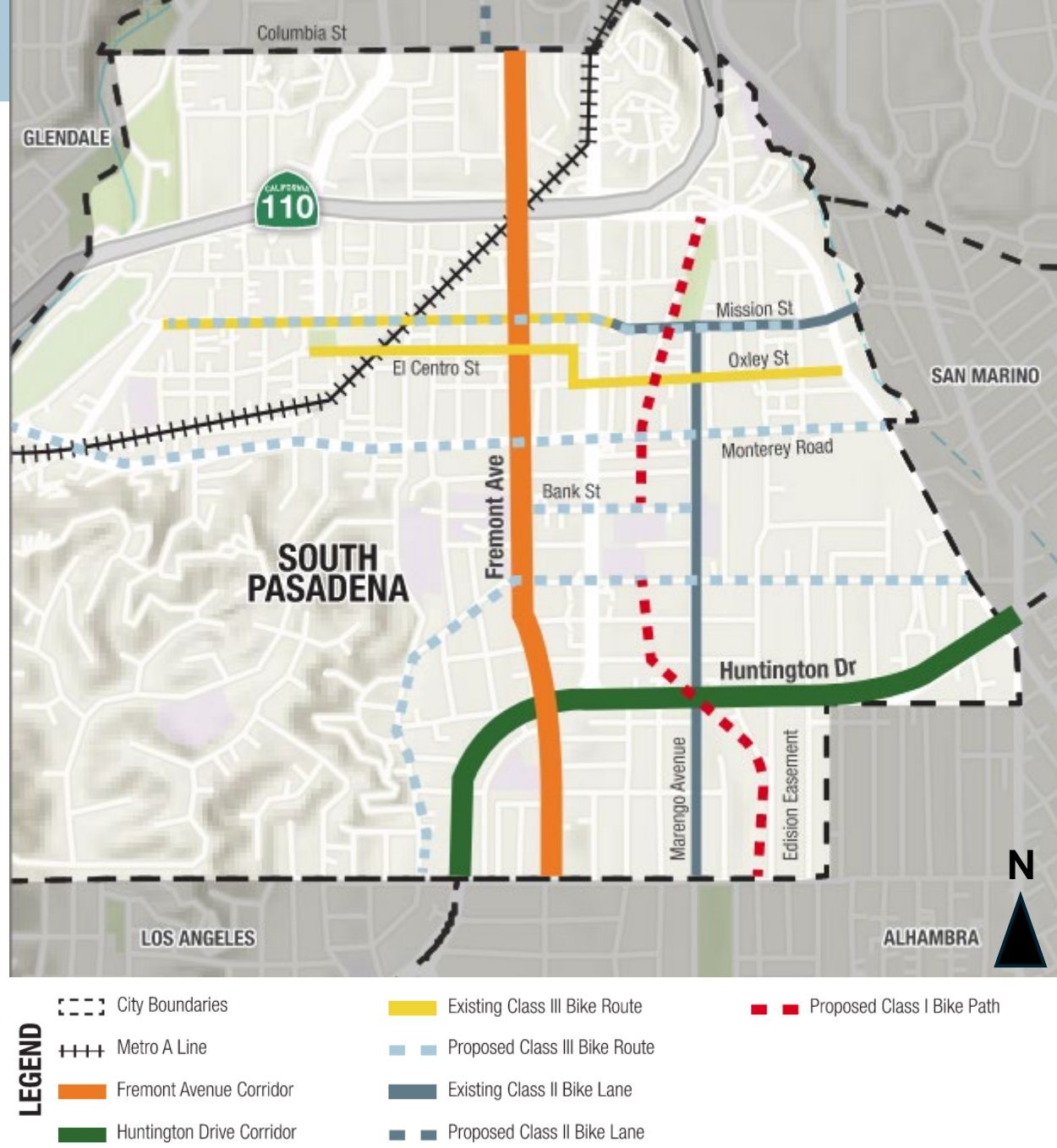
Fremont Avenue:

- Alhambra Road to Columbia Street

Neighboring Cities:

- Alhambra, San Marino, Los Angeles, and Pasadena

The project plans to create **multimodal** and **safe corridors** for all users.



Meeting Summary

Community Outreach Summary

1 Community Meeting

- February 23rd, 2026
- Introduced project scope and preliminary design options
- Open-house format to collect community feedback

2 Community Meeting

- March 5th, 2026
- Integrated feedback from previous meeting
- Provided funding sources, cost estimates, and design options focused on protected bike facilities
- Dedicated public Q&A portion

3 Community Meeting

- March 31st, 2026
- Provide update based on community questions and comments
- Provide more detailed project design
- Q&A and open house to review project designs

Community Feedback

Traffic Calming
- Reduce speeding and create safer corridors for pedestrians and cyclists

Neighborhood Character
- Consider impacts on trees and neighborhood character

Operations
- Clarify how proposed changes will affect day-to-day corridor operations

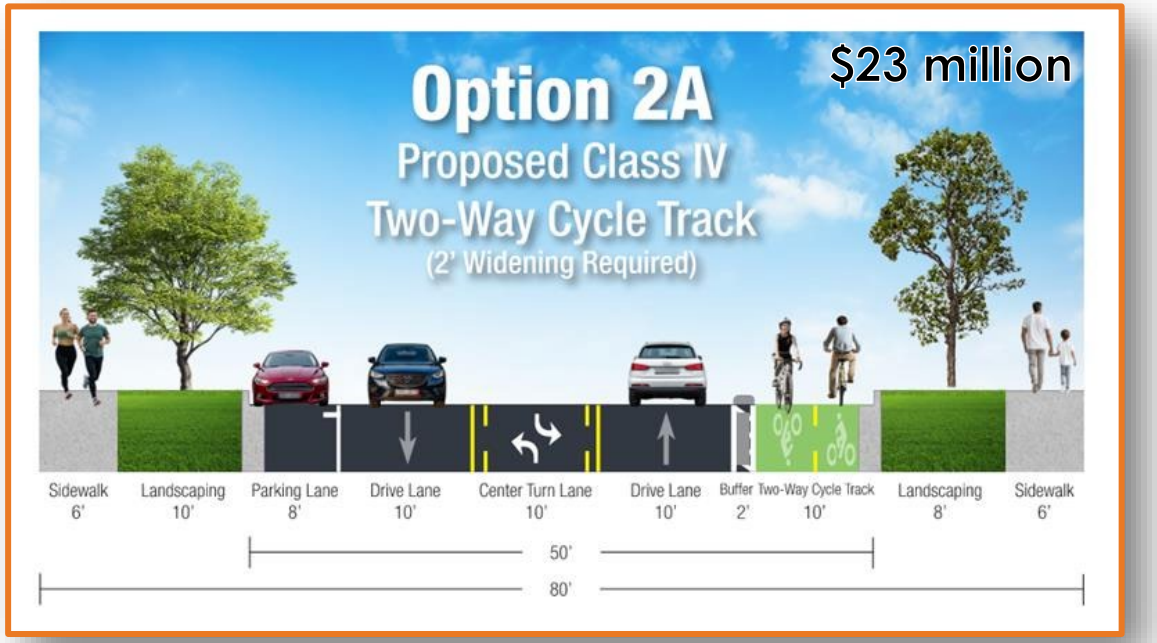
Intersection Design
- Show examples of intersection designs; specifically at City entry points

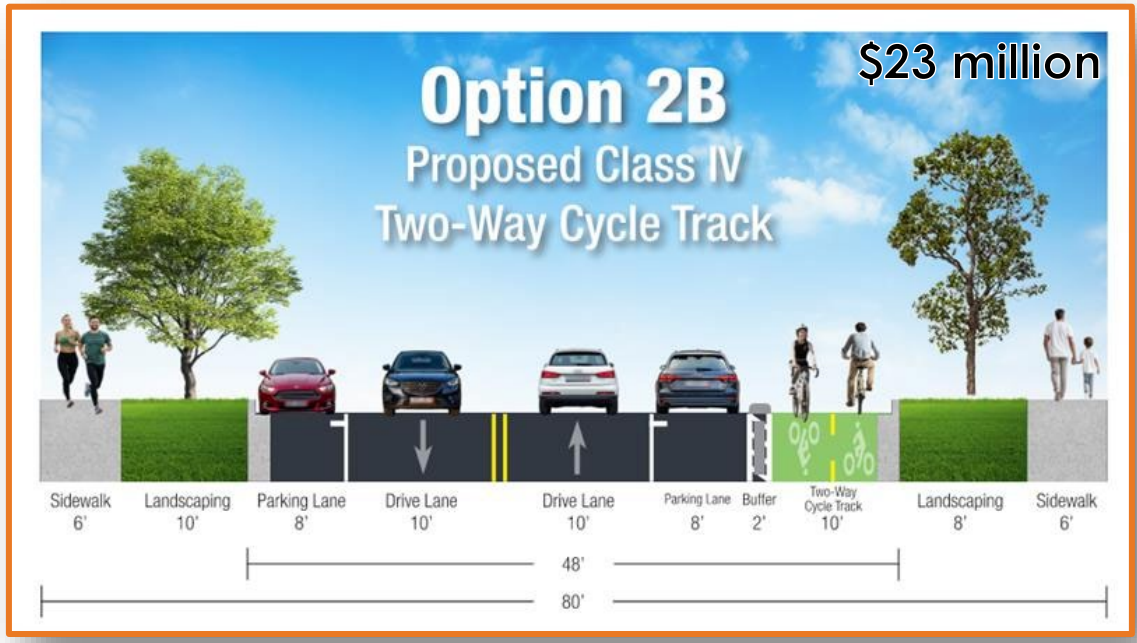
Agency Coordination
- Work with neighboring cities for design consistency

Local Coordination
- Collaborate with nearby schools, parents, and teachers

Bike Lane Buffers
- Highlight specific bike lane buffer treatments

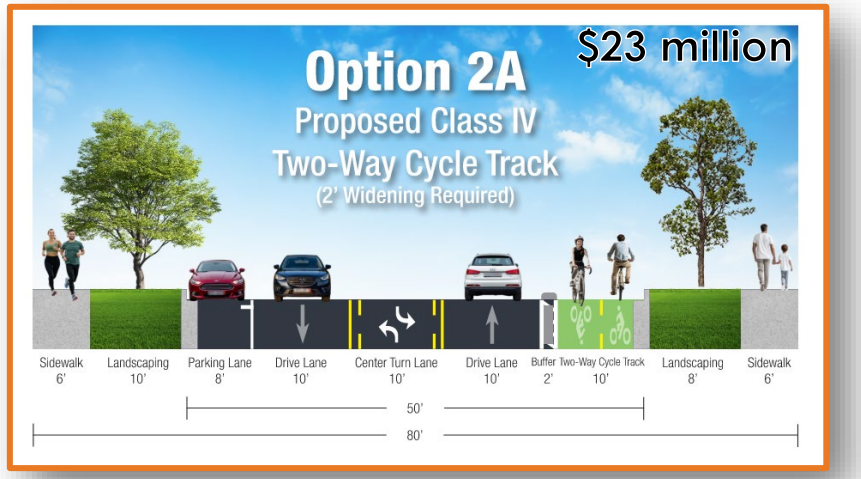
Design Options – Fremont Avenue





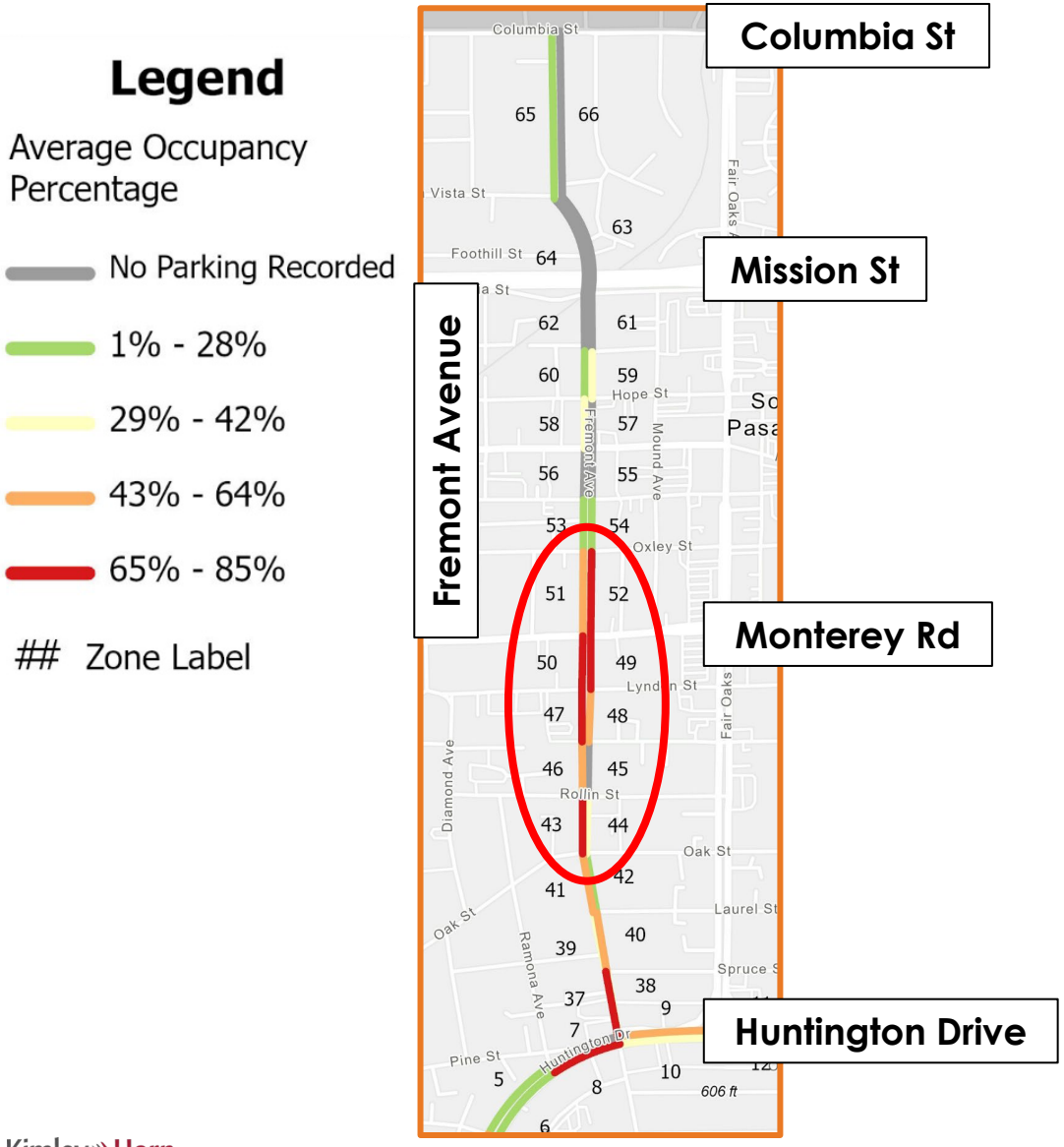
- Began with **4 options**
- Reduced two **2 options** after feedback emphasized need for protected bike lanes
- Option 2A **preserves** the **center-turn lane** but removes one side of parking.
- Option 2B removes the center-turn lane but **preserves** both sides of **parking**.

Parking Considerations – Fremont Avenue



- **204 Parking Spaces**
  - On average, 88 spots occupied (~43% occupancy)
  - Highest demand observed during the afternoon (~50% occupancy)
- **Option 2A**
  - Would remove ~110 parking spots
- **Option 2B**
  - Would remove ~55 parking spots (near driveways)

Parking Considerations – Fremont Avenue



- Highest demand segment is from **Oak St to Oxley St**
  - South Pasadena High School
  - St. James Episcopal Church
  - Holy Family Campus

Design Options – Huntington Drive

- Began with **4 options**, then reduced to **2 options** based on feedback reducing speeds and travel lanes along Huntington Drive.
- Both options **reduce travel lanes** from 6 to 4 and create protected bike lanes.
- Option 3 preserves the current curb to curb configuration but adds a parking protected bike lanes, whereas Option 4 provides a grade separated bike lane in the current sidewalk area.

Project Elements

Traffic Calming Measures

Source: Toole Report

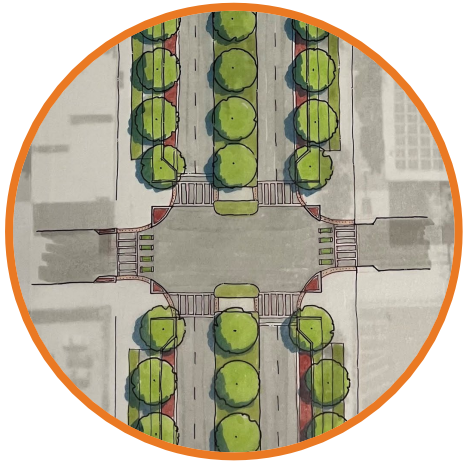
Curb Extension

Curb extensions extend the sidewalk into the street, narrowing the roadway and shortening pedestrian crossing distance.

Source: Toole Report

Raised Intersection

Raised intersections lift intersections to sidewalk level to lower traffic speeds and prioritize pedestrians.



Source: Toole Report

Pedestrian Refuge Island

Pedestrian refuge islands shorten curb-to-curb pedestrian crossing distance and may slow vehicular traffic by narrowing lanes.

Source: Toole Report

Surface Treatments

Surface treatments use textures or patterned surfaces to alter drivers of new driving conditions.

Traffic Safety Measures

Source: FHWA

Leading Pedestrian Intervals

Leading Pedestrian Intervals (LPI) gives pedestrians a few seconds of a head start to begin crossing before vehicles get a green light.

Source: NACTO

All-Way Stop

All-Way Stop controls speeds by making vehicles from all directions come to a complete stop.

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) help increase pedestrian visibility at crossings and increase driver awareness to yield.

Speed Limits

Speed Limits are set forth by a standard process, but cities can use tools such as AB 43 to lower speed limits.

Placemaking & Aesthetics

Source: Bike Portland

Decorative Curb Extensions

- Creates attractive, welcoming spaces for community use
- Decorative enhancements for the corridor

Street Furniture

- Improve comfort and walkability along the corridor
- Consistent with the look and feel of the City

Wayfinding Signage

- Provide directions to local destinations and amenities.
- Incorporate City branding and design elements

Bike Lane Buffers

- Incorporate different designs for bike lane buffers
- Utilize landscaping and varying materials for vertical separation elements

Source: Bike Delaware

All-Way Stop Control

- Based on the traffic volumes and collision history, the following intersections could be good candidates for an All-Way Stop installation:
  - **Fremont Ave at Hope St[1]**
    - **11 injury-resulting collisions (2015-2024)**
    - **Most common cause: Right-of-way, unsafe speeds**
  - **Fremont at Oxley St[2]**
    - **13 injury-resulting collisions (2015-2024)**
    - **Most common cause: Right-of-way, unsafe speeds**

Mini-Roundabouts

- A **mini-roundabout** is another design option for **Fremont Ave at Hope St.**
- Roundabouts can improve safety and traffic flow by **reducing conflict** points and **lowering vehicle speeds.**
- Preliminary modeling indicated that a roundabout would have **less delay** when compared to an all-way stop.

Pedestrian Crossings Improvements

Source: FHWA

Refuge Islands

Rectangular Rapid Flashing Beacon

Source: ADA Solutions

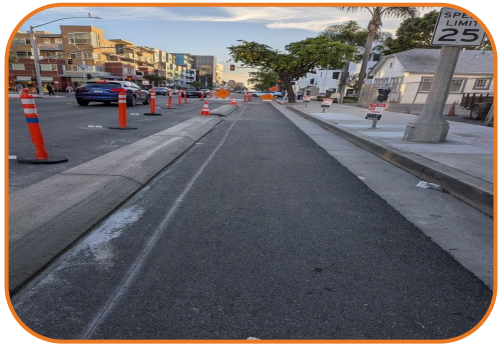
Curb Ramps

Source: City of SLO

Pedestrian Hybrid Beacons

- Pedestrian crossing upgrades are being evaluated at key locations:
  - **Huntington Dr at Court Ave**
  - **Huntington Dr at Wayne Ave**
  - **Huntington Dr at Maple St**
  - **Fremont Ave at Buena Vista Dr**
- Specific improvements will be selected based on location needs.

Bike Buffer Treatments



Source: City of Long Beach

Concrete Barriers

Source: City of Santa Monica

Curb Treatment

Source: Sonoma County

Bollards

Source: Streetsblog LA

Landscaped Planters

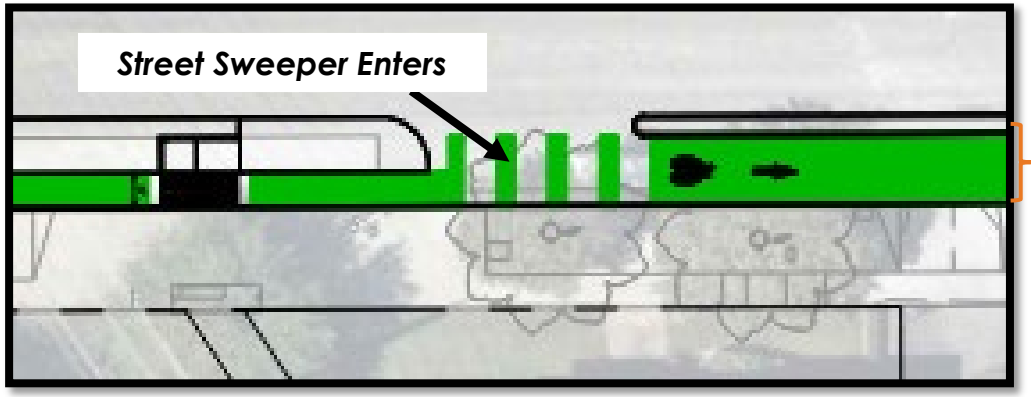
- **Safety and comfort** are key community priorities when choosing to bike buffers.
- Treatments are selected based on vehicle speeds, roadway width, and access needs
  - **Concrete barrier** - High-speed, high-traffic streets
  - **Curb treatment** - Moderate speeds
  - **Bollards** - Low-cost, flexible
  - **Landscaped planters** - Wide streets, permanent, high-comfort design, consider maintenance
- Design should also maintain cohesion with the City's **overall aesthetic**.

Maintenance & Operations

Street Sweeping

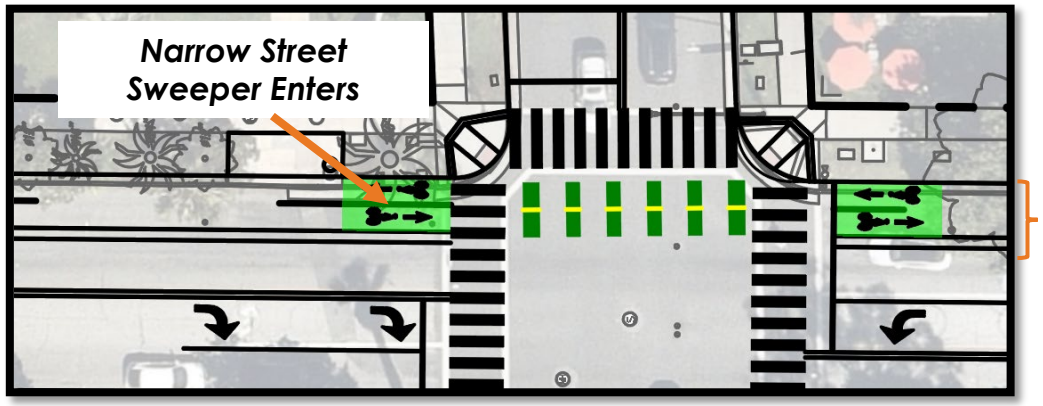
Source: SFMTA

Huntington Drive



- **Huntington:**
  - Bike lane is wide enough to accommodate a traditional street sweeper

Fremont Avenue (east side)



- **Fremont:**
  - Narrow street sweeping vehicle operates in the protected-bike lane

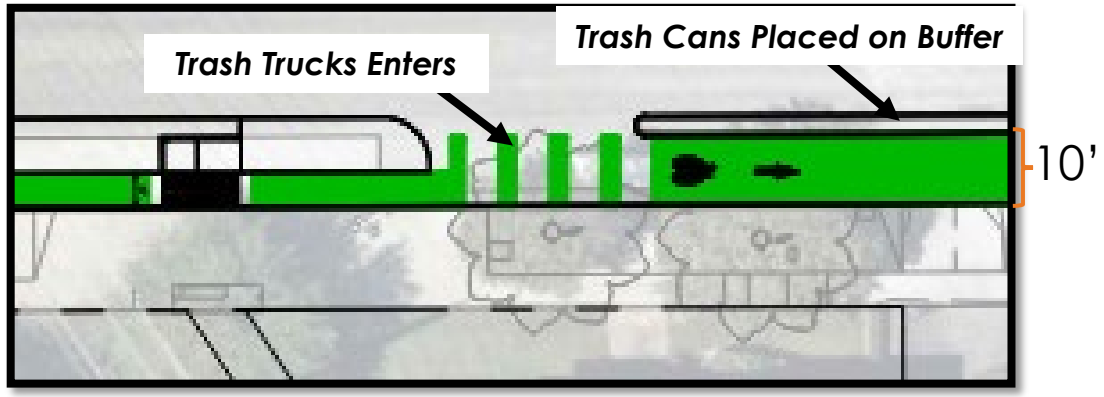
Maintenance & Operations

Trash Collection

Source: City of Ann Arbor

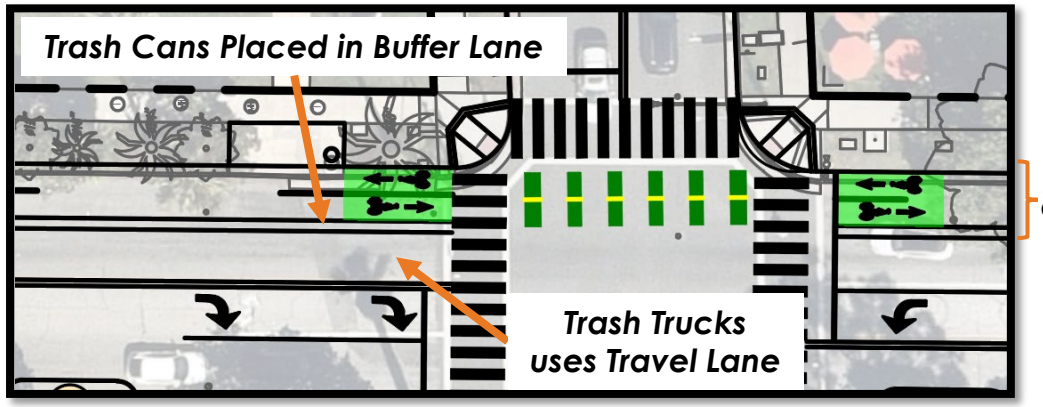
- Project team is working closely with Athens (contracted trash collection) to develop a design compatible with their operations.

Huntington Drive



- **Huntington:**
  - Trash cans can be placed on the sidewalk
  - Trash trucks use the bike lane

Fremont Avenue (east side)



- **Fremont:**
  - Trash cans are placed on or in between the buffer, depending on the treatment selected
  - Trash truck uses travel lane

Source: MLive

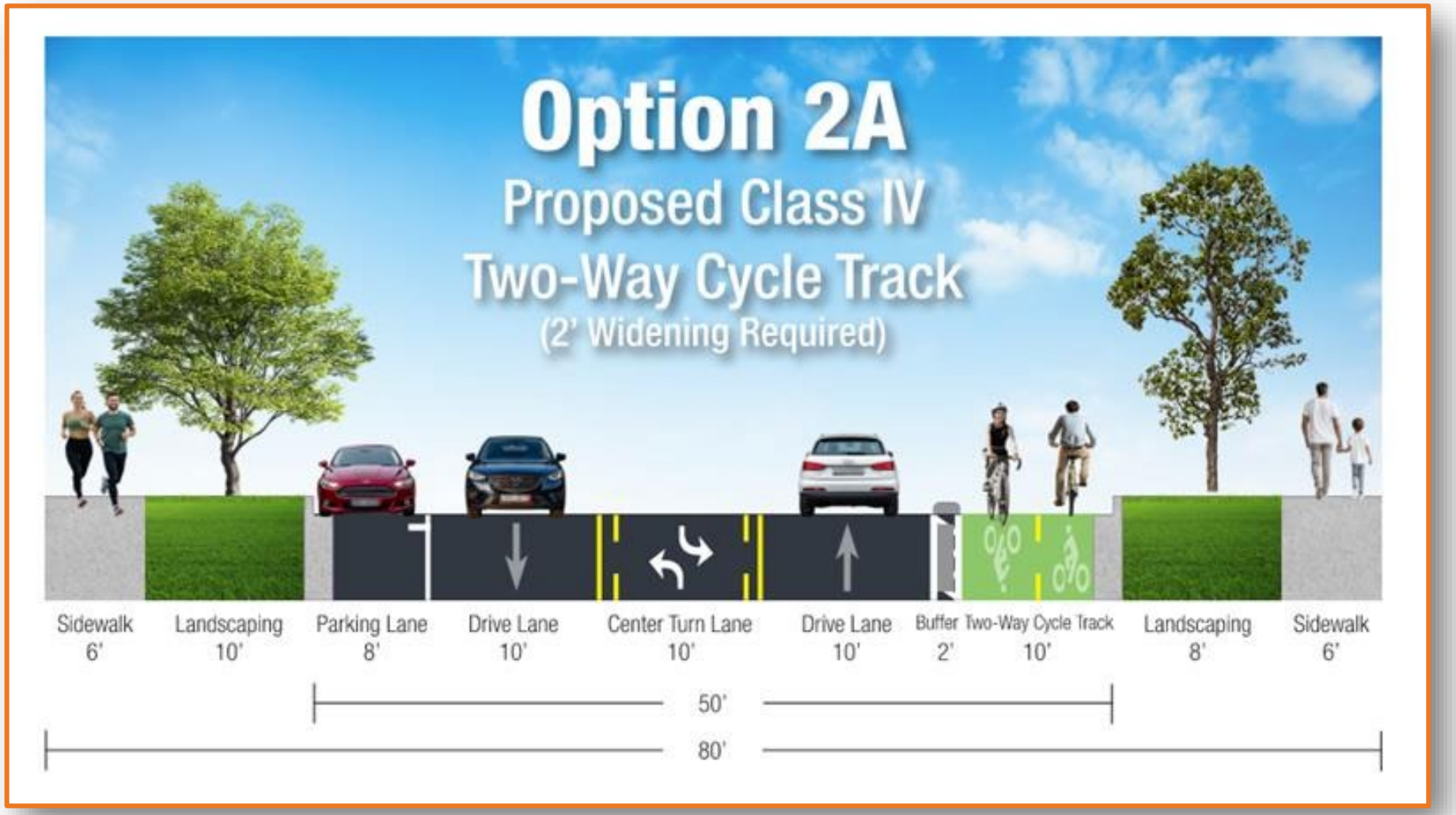
Emergency Response

- Important to balance traffic safety while considering emergency access.
- Coordinating with SPFD and SPPD.
- **Huntington Drive:** Consideration of travel lane removal and setback required for mid-rise buildings.
- **Fremont Avenue:** The center turn lane is important for emergency vehicle operations.

Source: City of South Pasadena

Fremont Avenue

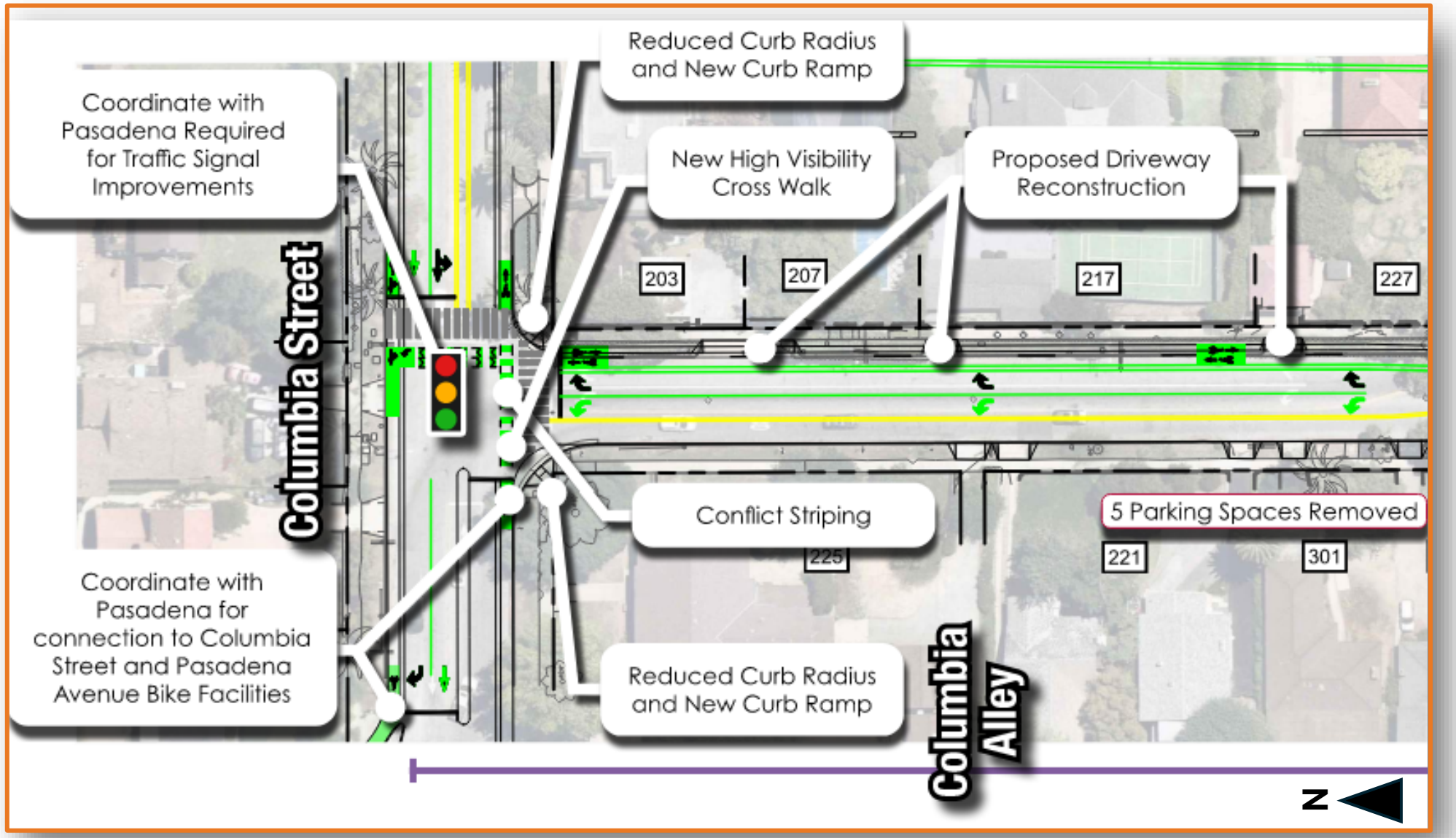
Fremont Avenue – Option 2A



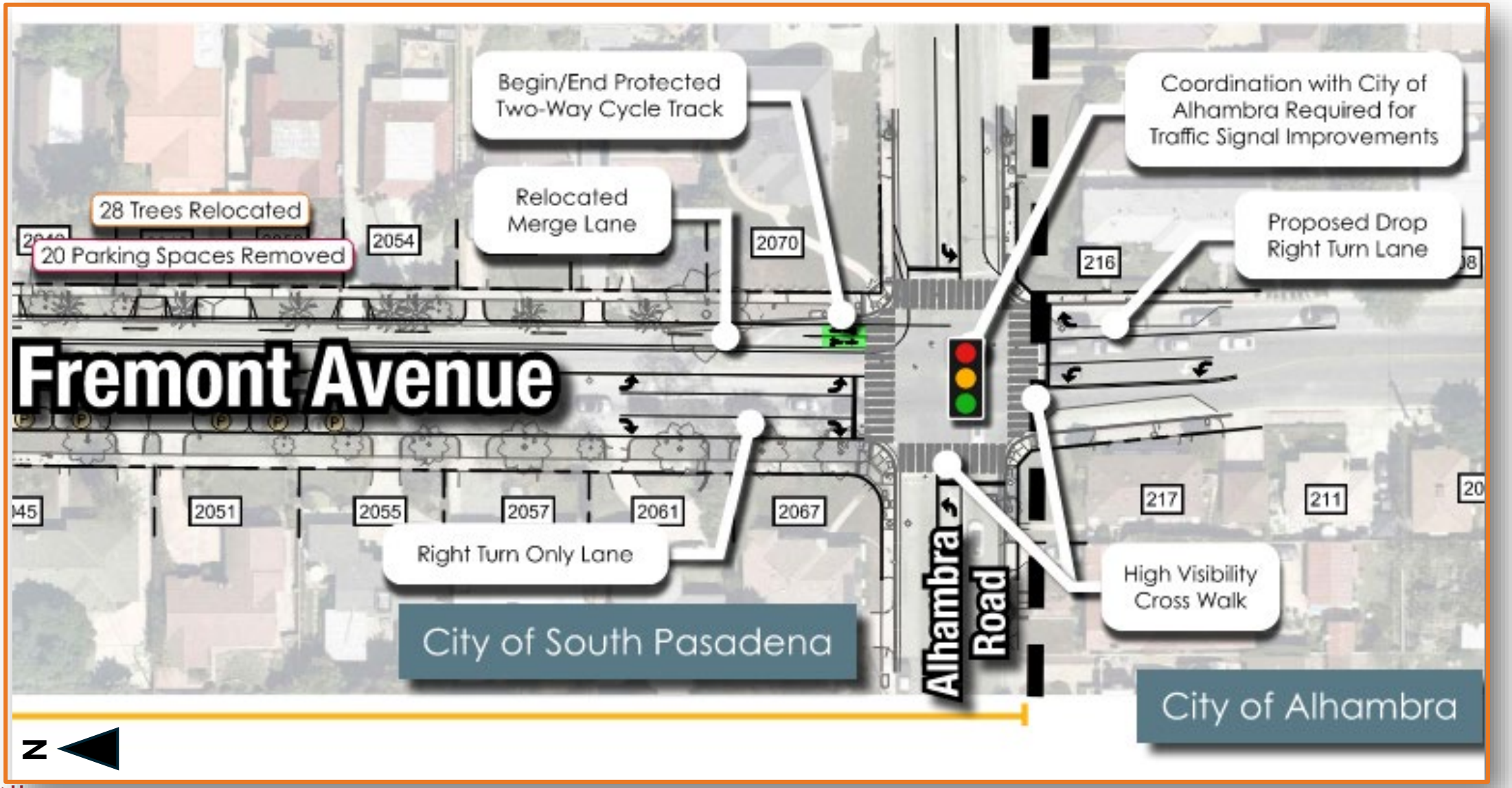
Before & After – Fremont Ave

Location: NB Near South Pasadena High School

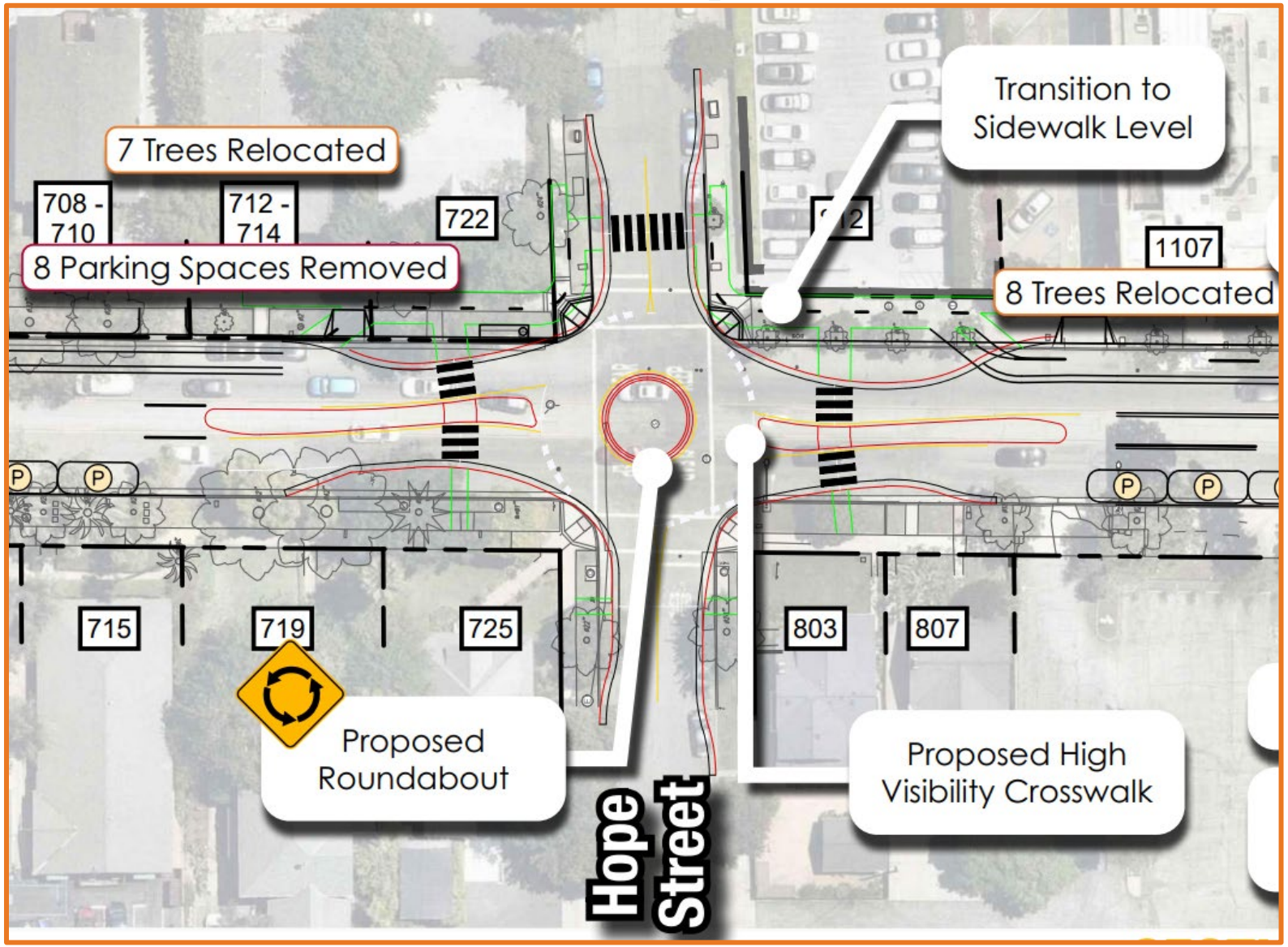
Fremont Avenue and Columbia Street Example



Fremont Avenue and Alhambra Road Example



Fremont Avenue and Hope Street Example



N

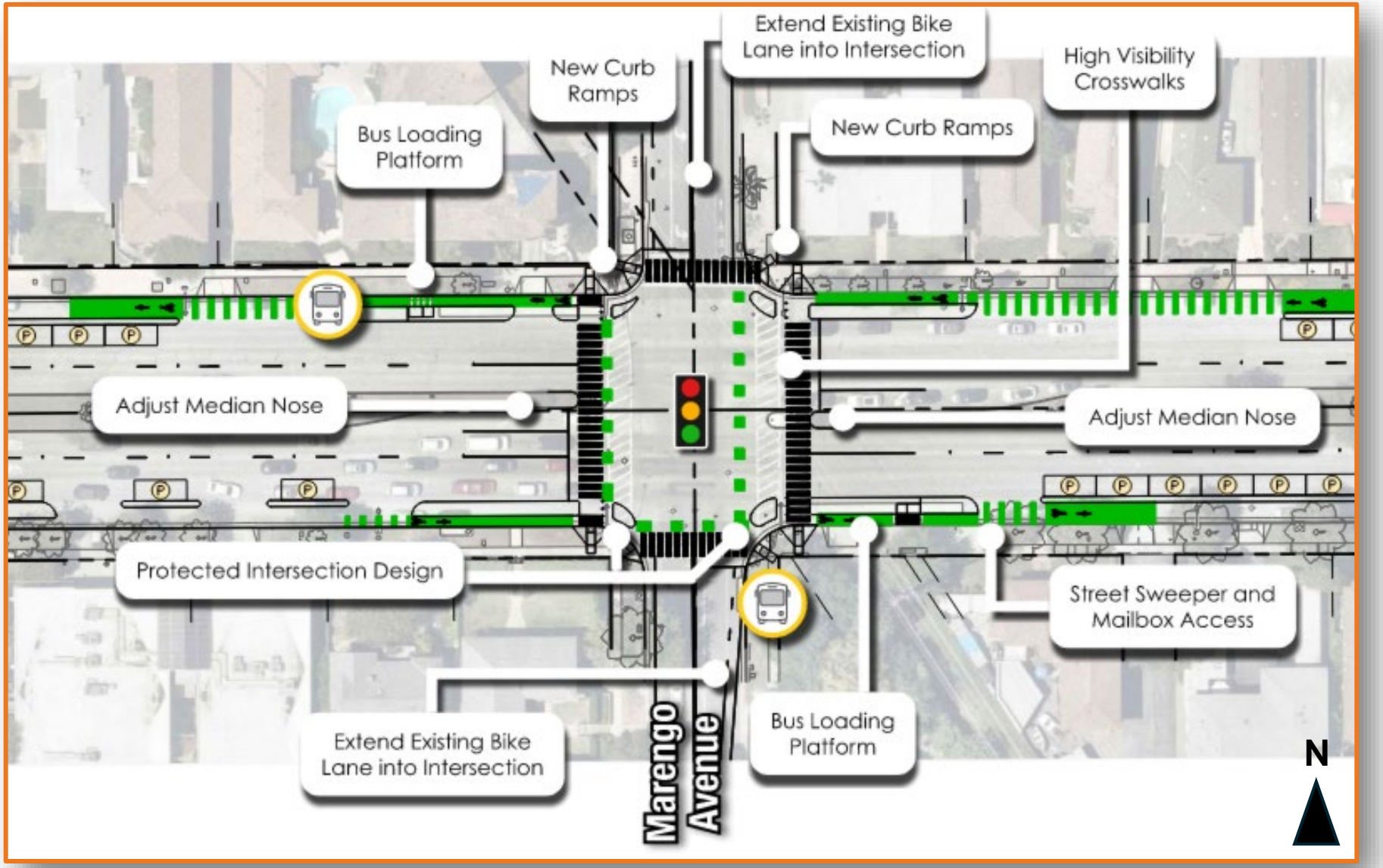
Huntington Drive

Huntington Drive – Option 3

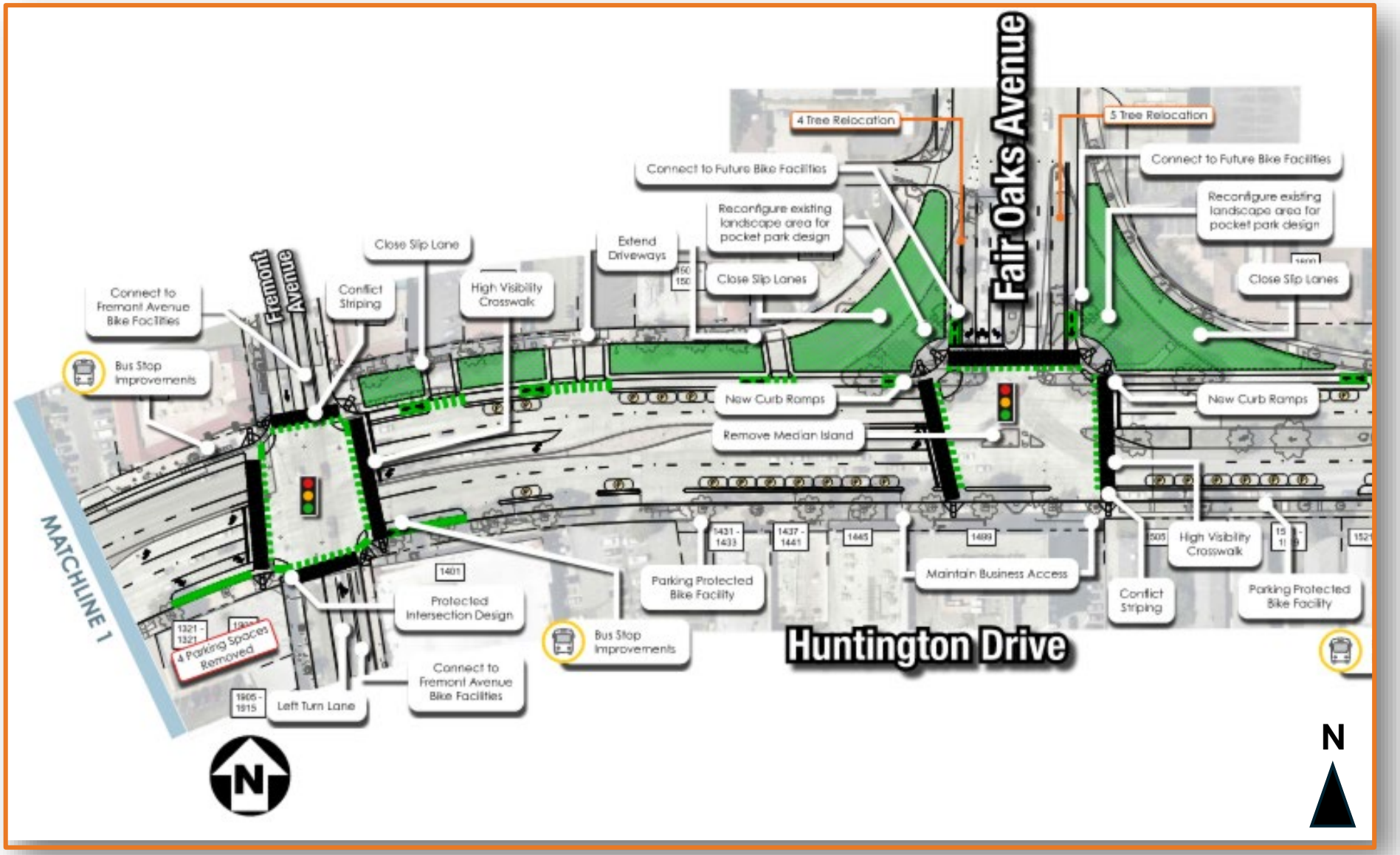
Before & After – Huntington Drive

Location Pictured: EB Huntington Drive and Fremont Avenue

Huntington Drive and Marengo Avenue Example



Huntington Drive at Fremont/Fair Oaks Example



Regional Coordination

- Cities bordering Huntington Drive or Fremont Avenue:
  - **Los Angeles**
  - **San Marino**
  - **Alhambra**
  - **Pasadena**
- Project team is engaging with neighboring cities to foster **seamless transitions** across boundaries and create **consistent designs**.

Regional Coordination

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	$16,638,645

Original Project Funding

Next Steps

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	$35 Million*
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Proposed Funding Total	$42 Million

Proposed Project Funding

- Additional funding will need to be requested to support project improvements.
- City will coordinate with Metro to discuss **SR-110 Ramp funding reallocation.**
- Public Works Infrastructure Commission (PWIC) and City Council meetings will help guide funding next steps.

Project Schedule

Today – Collect community feedback on the proposed design concepts

April 8th – Present findings to the Public Works Infrastructure Commission (PWIC)

April 15th – City Council Study Session

May 6th – City Council Approval for Design Concept

June – Next Community Meeting; review complete conceptual designs for both corridors

Q&A Session

Open House

Open House Stations

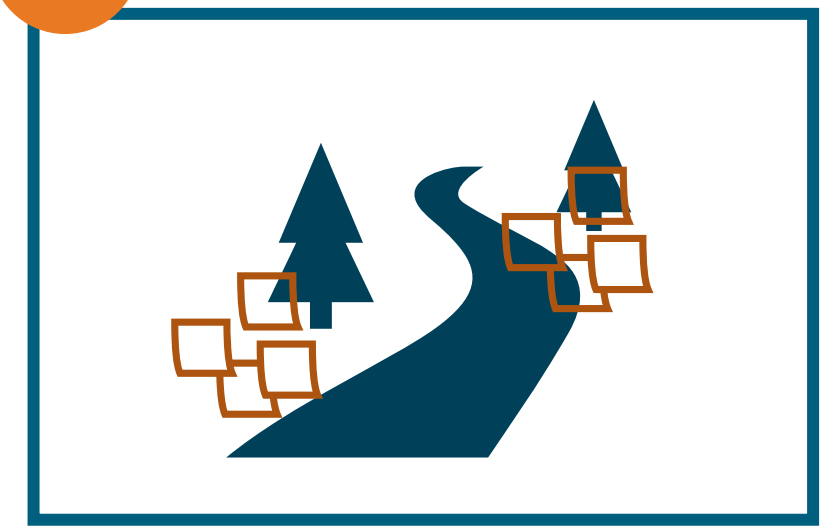
1

Write Your Comment

2

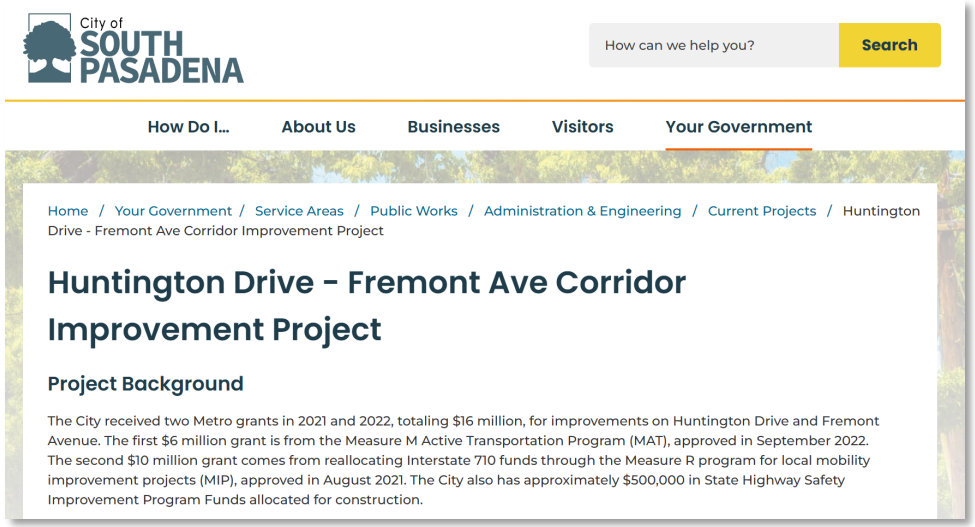
Post Your Comments on Roll Plots

3

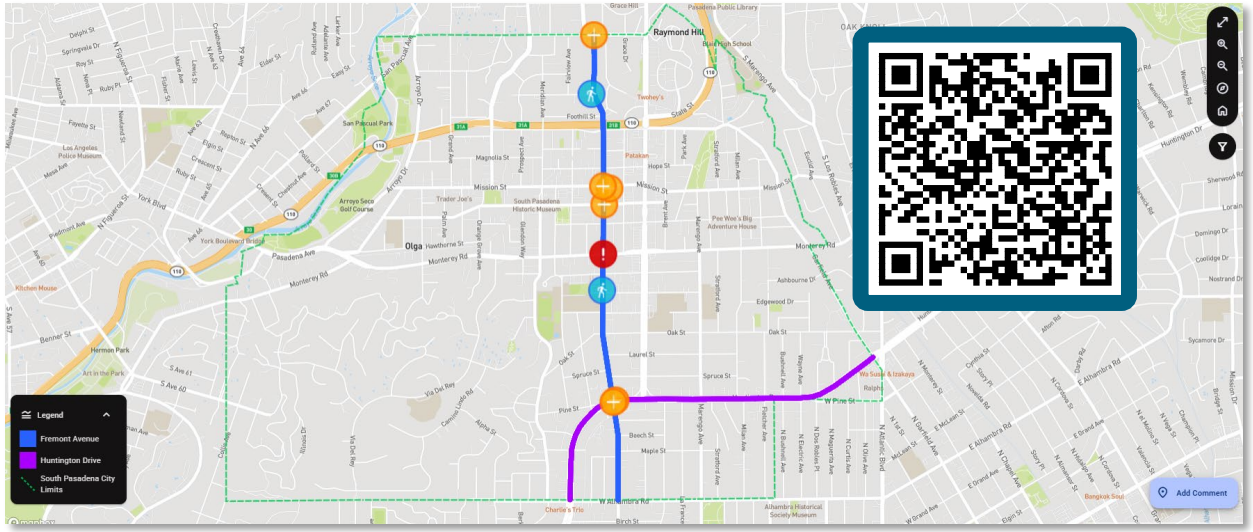


Project Resources

***Instagram* - @southpasadenaca**



***City Website* – southpasadenaca.gov/huntington-fremont**



***Interactive Feedback Map* - https://bit.ly/4qQhG0U**

Contact Us

Project Team Contact
Huntington-Fremont@southpasadena.gov

Post Comments
Interactive Map

Public Coordinate Project Map
https://bit.ly/4qQhG0U

Stay Informed
Project Page

Website
southpasadenaca.gov/huntington-fremont